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TURNAROUND TIME LAGS; CITE GENERAL ACCOMPLISHMENTS

The following statements appeared in the Soviet press in connection with Railroad Worker's Day, 30 July.

CAR TURNAROUND TIME STILL LAGS -- Pravda, 30 Jul 50

The chief task before railroad workers today is the organization of more productive and economics lutilization of rolling stock. In recent years, freightcar turnaround time has been constantly reduced, but the established norm still has not been achieved. The failure to fulfill this index testifies to the unsatisfactory utilization of the internal production resources of railroad transport.

In the second quarter of 1950, more than one half of the railroad systems completed the norm for freight-car turnaround time, including the Tomsk, Karaganda, South Ural, North Donets, South Donets, and Moscow-Donbass systems.

The wide expansion of Soviet trade is accompanied by a growth in small shipment carrying. The best means of organizing the carrying of small shipments is the use of containers. The container inventory has already increased in comparison with prewar by 700 percent, and continues to grow. In addition to massconsumption goods, containers can be used to carry construction materials, liquids, and perishables.

During the first half of 1950, 23.5 percent more construction and reconstruction works was executed on railroad transport than during the like period of 1949. However, the established plan was not fulfilled. As in 1949, the construction organizations failed to use their reserves to the best advantage. - From a speech by B. Beshchev, Minister of Transportation USSR, on the occasion of Railroad Worker's Day

Pravda Ukrainy, 30 Jul 50

In 1949, freight-car turnaround time, in comparison with 1945, had been reduced by more than 65 hours. However, this is insufficient. The established norm for freight-car turnaround time is still not being met.

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During the second quarter of 1950, the volume of capital works on railroad transport increased 32 percent in comparison with the corresponding period of 1949.

FREIGHT HAULING, CAR LOADING UP -- Krasnaya Zvezda, 30 Jul 50

In 1948, the railroad systems exceeded the prewar level of freight hauling, and at present carloadings exceed considerably the level planned for the last year of the Five-Year Plan.

Izvestiya, 30 Jul 50

Railroad transport, having exceeded in 1948 the prewar level of freight hauling, at present is loading far more than 100,000 cars a day.

Kommunist, 30 Jul 50

More than 80 percent of all the freight and more than 90 percent of all the passengers carried in the USSR are carried by railroad transport.

Trud, 29 Jul 50

The railroads at present effect 85 percent of the total freight turnover of the country and consume 30 percent of all the coal and 25 percent of all the metal produced.

At present, 10 percent of all the workers and employees employed in the national economy of the USSR work on the railroads.

Krasnaya Evezda, 30 Jul 50

In 1949, 155 tons more freight were carried in each freight car in comparison with 1935, and the average weight of a freight train was 400 tons higher. Average speed including stops during this period increased 35 percent.

Moskovskiy Komsomolets, 30 Jul 50

During 1949, thanks to the movement to achieve average daily locomotive runs of 500 kilometers, the average daily locomotive distance traveled was increased 8.4 percent over the 1948 figure, average speed including stops was increased by one kilometer, and 500,000 tons of fuel were saved.

In the prewar years, the railroad systems received 90,000 kilometers of rails, 12,000 powerful steam locomotives, and more than 500,000 cars.

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